II. SUMMARY

A. PROJECT UNDER REVIEW

This Draft EIR has been prepared to evaluate the environmental impacts of the *Strategy 2000: San Jose Greater Downtown Strategy Plan for Development*. Consisting of goals, objectives, programs, and projects, set forth in greatest detail in its Implementation Plan, *Strategy 2000* will provide for a long-range program for the redevelopment and preservation of the neighborhoods included in the Project Area. A more detailed description of the proposed project is provided in Chapter III, Project Description.

B. SUMMARY OF IMPACTS AND MITIGATION MEASURES

This summary provides an overview of the analysis contained in Chapter V, Setting, Impacts and Mitigation Measures. CEQA requires a summary to include discussion of 1) potential areas of controversy; 2) significant impacts; 3) significant unavoidable impacts; and 4) alternatives to the project.

1. Potential Areas of Controversy

This EIR is a comprehensive EIR that evaluates each environmental topic that could be applicable to the *Strategy 2000* study area. The only topic not addressed in detail is population, employment, and housing. The environmental topics covered, as potential areas of controversy, include: consistency with plans and policies; land use; transportation and circulation; air quality; noise; shade and shadow; visual and aesthetic quality; vegetation and wildlife; geology; cultural resources; hazardous materials; public facilities and services; hydrology and flooding; cultural resources; utilities and infrastructure; and energy. Land use, transportation, public services and infrastructure, and visual and aesthetic quality issues were raised by the public and agencies during the scoping process as the areas of greatest concern.

2. Significant Impacts

Under CEQA, a significant impact on the environment is defined as, "...a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance."[1]

Implementation of *Strategy 2000* has the potential to generate environmental impacts in several areas. Impacts in the following areas would be significant without the implementation of mitigation measures, but would be reduced to a less-than-significant level if the mitigation measures noted in

[1] Remy, Thomas, Moose, and Manley, 1996. *Guide to the California Environmental Quality Act,* p. 94; Public Resources Code 15382; Public Resources Code 21068.

this report are implemented: land use; transportation; air quality; shade and shadow; vegetation and wildlife; geology; cultural resources; hazards; hydrology and flooding; utilities and infrastructure.

3. Significant Unavoidable Impacts

As discussed in Chapter V of this EIR, implementation of the *Strategy 2000 Plan* would result in significant unavoidable impacts in the following topical areas: transportation; air quality; and cultural resources.

4. Alternatives to the Project

The four alternatives to the proposed project that are analyzed in Chapter V of this Draft EIR are:

- The **No Development** alternative assumes that no future development would occur within Downtown San Jose, and that existing conditions would continue.
- The **Increased Housing/Reduced Office** alternative takes the proposed project and removes roughly 25 percent of its office development and substitutes 2,000 additional dwelling units.
- The **Mitigated** alternative evaluates a project that reduces the overall level of development envisioned by *Strategy 2000* by 25 percent, across all of the land use types.
- The **No Project** alternative considers the impacts of the development that would be allowed under the existing General Plan land use designations and Zoning for the area.

C. SUMMARY TABLE

Information in Table II-1, Summary of Impacts and Mitigation Measures, has been organized to correspond with environmental issues discussed in Chapter V. The table is arranged in four columns: 1) impacts; 2) level of significance prior to mitigation measures; 3) mitigation measures; and 4) level of significance after mitigation. Levels of significance are categorized as follows: SU = Significant and Unavoidable; S = Significant; and LTS = Less Than Significant. For a complete description of potential impacts and recommended mitigation measures, please refer to the specific discussions in Chapter V.

Table II-1: Summary of Impacts and Mitigation Measures

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
A. LAND USE			
LU-1: Construction of buildings at heights that would exceed the FAA's imaginary surface restrictions over the project area, or which would stand at least 200 feet in height above ground, could be potential hazards to the safe operation of the San Jose International Airport.	S	LU-1: Prior to the issuance of a building permit for any project structures that would exceed the FAA imaginary surface applicable to the project site or which would stand at least 200 feet in height above ground, the following actions should be accomplished: • The applicant shall comply with the notification requirements of Federal Aviation Regulations, Part 77, and receive a "Determination of No Hazard" from the FAA. • Conditions set forth in the required FAA determination of No Hazard regarding roof-top lighting or marking shall be incorporated into the final design of the structure. • Avigation easements (recognizing that the property is subject to aircraft noise impacts and specified height restrictions) shall be dedicated to the City of San Jose.	LTS
B. TRANSPORTATION AND CIRCULATION			
TRAF-1: The level of service at the intersection of Market Street and Julian Street (31) would be LOS C during both the AM and PM peak hours under existing conditions and the intersection would degrade to LOS E and F during the AM and PM peak hours, respectively, under 2020 project conditions.	LTS	This Downtown Core intersection is exempt from the City's level of service standards and this impact is therefore less than significant.	
TRAF-2: The level of service at the intersection of Market Street and San Carlos Street (36)* would be LOS D during the PM peak hour under existing conditions and the intersection would degrade to LOS E under project conditions.	LTS	This Downtown Core intersection is exempt from the City's level of service standards and this impact is therefore less than significant.	

Table II-1 *continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
TRAF-3: The level of service at the intersection of SR 87 and Julian Street (E) (37)* would be LOS D during both the AM and PM peak hours under existing conditions and the intersection would degrade to LOS F during both peak hours under project conditions. This constitutes a significant impact by CMP standards.	S	TRAF-3: At this intersection numerous improvements have been identified. These improvements include the Autumn Street extension from Julian Street to Coleman Avenue as identified in the City's General Plan, addition of second exclusive through and left-turn lanes on the SR 87 northbound off-ramp, addition of exclusive through and right-turn lanes from Notre Dame Street, addition of an exclusive westbound right-turn lane from Julian Street, and changes to the signal phasing. The implementation of these improvements would improve intersection level of service to LOS D and E under the AM and PM peak hours, respectively. In accordance to CMP standards, this is an acceptable level of service.	SU
TRAF-4: The level of service at the intersection of Almaden Boulevard and Santa Clara Street (E) (38) would be LOS C during the PM peak hour under existing conditions and the intersection would degrade to LOS E under project conditions.	LTS	This Downtown Core intersection is exempt from the City's level of service standards and this impact is therefore less than significant.	
TRAF-5: The level of service at the intersection of Almaden Boulevard and San Carlos Street* (40) would be LOS D during the PM peak hour under existing conditions and the intersection would degrade to LOS E under project conditions.	LTS	This Downtown Core intersection is exempt from the City's level of service standards and this impact is therefore less than significant.	
TRAF-6: The level of service at the intersection of Coleman Avenue and Taylor Street (52) would be LOS E and D during the AM and PM peak hours, respectively, under existing conditions, and the intersection would degrade to LOS F and E during the AM and PM peak hours, respectively, under project conditions. This constitutes a significant impact by City of San Jose standards.	S	TRAF-6: The necessary improvement to mitigate the project impact at this intersection would consist of the widening of Coleman Avenue from a four-lane roadway to a six-lane roadway (including the associated improvements of double-left-turn and separate right-turn lanes on Taylor Street), and construction of the Autumn Street connection to Coleman Avenue as identified in the City's General Plan. The implementation of these improvements would improve intersection level of service to LOS D under both the AM and PM peak hours.	LTS

Table II-1 *continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
TRAF-7: The level of service at the intersection of Stockton Avenue and The Alameda (53) would be LOS C during both the AM and PM peak hours under existing conditions and the intersection would degrade to LOS F during both peak hours under project conditions. This constitutes a significant impact by City of San Jose standards.	S	TRAF-7: The necessary improvement to mitigate the project impact at this intersection would consist of the Autumn Street connection to Coleman Avenue as identified in the City's General Plan, in addition to restriping the southbound approach to provide one left-turn, one shared left-through, and one right-turn lane. The extension of Autumn Street would provide an alternative north/south route in the area and alleviate congestion along both Stockton Avenue and The Alameda. The implementation of these improvements would improve intersection level of service to LOS D and C under the AM and PM peak hours, respectively.	LTS
TRAF-8: The level of service at the intersection of Montgomery Street and Santa Clara Street* (55) would be LOS C during the PM peak hour under existing conditions and the intersection would degrade to LOS F under project conditions. This condition constitutes a significant impact by both City of San Jose and CMP standards.	S	TRAF-8: The necessary improvement to mitigate the project impact at this intersection would consist of the Autumn Street connection to Coleman Avenue as identified in the City's General Plan. The extension of Autumn Street would provide an alternative north/south route in the area and alleviate congestion along Montgomery Street. The implementation of this improvement would improve intersection level of service to LOS B.	LTS
TRAF-9: The level of service at the intersection of Autumn Street and Santa Clara Street* (56) would be LOS D and B during the AM and PM peak hours, respectively, under existing conditions and the intersection would degrade to LOS E during both peak hours under project conditions. This condition constitutes a significant impact by City of San Jose standards.	S	TRAF-9: The necessary improvement to mitigate the project impact at this intersection would consist of the Autumn Street connection to Coleman Avenue as identified in the City's General Plan, in addition to providing two westbound left-turn lanes at the intersection. The implementation of these improvements would improve intersection level of service to LOS D during the AM peak hour and improve the intersection's average delay during the PM peak hour. However, the intersection would continue to operate at LOS E during the PM peak hour. This, based on City of San Jose standards, is an unacceptable level of service. There are no further feasible improvements that can be implemented to improve intersection level of service to acceptable levels, therefore the impact is significant and unavoidable.	SU

Table II-1 *continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
TRAF-10: The level of service at the intersection of Bird Avenue and San Carlos Street* (58) would be LOS D during the PM peak hour under existing conditions and the intersection would degrade to LOS F under project conditions. This condition constitutes a significant impact by both City of San Jose and CMP standards.	S	TRAF-10: One possible improvement consists of the addition of a second northbound left-turn lane. The implementation of this improvement would improve intersection level of service to LOS E. In accordance to CMP standards, this is an acceptable level of service. However, based on City of San Jose standards this intersection would continue to operate at an unacceptable level of service during the PM peak hour. The impact at this intersection is significant and unavoidable. Operational problems such as blocked intersections and an imbalance of lane usage along Bird Avenue between San Carlos Street and I-280 are due to large volumes of traffic and the close spacing of intersections. As such, signal timing modifications along Bird Avenue between -280 and San Carlos Street should also be implemented.	SU
TRAF-11: The level of service at the intersection of Bird Avenue and Auzerais Avenue (59) would be LOS C during the PM peak hour under existing conditions and the intersection would degrade to LOS E under project conditions. This condition constitutes a significant impact by City of San Jose standards.	S	TRAF-11: One possible improvement to mitigate the project impact at this intersection would consist of the addition of a second northbound left-turn lane. The implementation of this improvement would improve intersection level of service to LOS C. Operational problems such as blocked intersections and an imbalance of lane usage along Bird Avenue between San Carlos Street and I-280 are due to large volumes and the close spacing of intersections. As such, signal timing modifications along Bird Avenue between I-280 and San Carlos Street should be implemented.	LTS
TRAF-12: The level of service at the intersection of I-280 and Bird Avenue (N)* (60) would be LOS C during the PM peak hour under existing conditions and the intersection would degrade to LOS E under project conditions. This condition constitutes a significant impact by City of San Jose standards.	S	TRAF-12: A possible improvement to mitigate the project impact at this intersection would consist of the addition of a southbound free-right-turn lane. The addition of the right-turn lane would also require that a fourth southbound through lane be added at the upstream intersection of Bird Avenue with Auzerais Avenue. The implementation of this improvement would improve intersection level of service to LOS C. Operational problems such as blocked intersections and an imbalance of lane usage along Bird Avenue between San Carlos Street and I-280 are due to large volumes and the close spacing of intersections. As such, signal timing modifications along Bird Avenue betweenI-280 and San Carlos Street should also be implemented.	LTS

Table II-1 *continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
TRAF-13: The level of service at the intersections of Delmas Avenue and Park Avenue (63) would be LOS C during the PM peak hour under existing conditions and the intersection would degrade to LOS F under project conditions. This condition constitutes a significant impact by City of San Jose standards.	S	TRAF-13: The necessary improvement to mitigate the project impact at this intersection would consist of the striping of the north leg to provide a shared through-left turn lane and shared through-right-turn lane. The improvement would require that on-street parking in the area of the intersection be eliminated. In order to maintain the existing on-street parking along both sides of Delmas Avenue north of Park Avenue, this improvement would require widening the roadway between San Fernando Street and Park Avenue by 2 feet. Additional right of way would need to be acquired from the properties on the east side of the street in order to maintain the existing sidewalk width. There are no street trees within the public right-of-way along Delmas Avenue. The affected properties from which additional ROW would be acquired include privately owned parcels and a parcel owned by Santa Clara County. If additional right of way can not be acquired from the private property owners, up to seven on-street parking spaces may need to be eliminated in order to accomplish the recommended mitigation measure. Because the intersection would function at acceptable levels with only a single southbound lane during much of the day, the parking restriction could be implemented during the PM peak hours only. Currently, the on-street parking is allowed only by permit and is used by the residents of the adjacent single-family homes and the multi-family residential development on the northwest corner of Delmas Avenue and Park Avenue. The permit parking restriction is in effect 24 hours a day. The planned Vasona LRT Project will widen the segment of Delmas Avenue between Park Avenue and San Carlos Street. The planned width south of Park Avenue is adequate for two travel lanes with on-street parking on both sides. The implementation of these improvements would improve intersection level of service to LOS C.	LTS
TRAF-14: The level of service at the intersection of Senter Road and Keyes Street (74) would be LOS D during the PM peak hour under existing conditions and the intersection would degrade to LOS E under project conditions. This constitutes a significant impact by City of San Jose standards.	LTS	TRAF-14: The necessary improvement to mitigate the project impact at this intersection would consist of the addition of a second westbound left-turn lane. The implementation of this improvement would improve intersection level of service to LOS C. The impact and need for improvement at this intersection would occur after 96 percent of the proposed *Strategy 2000* is developed.	LTS

Table II-1 *continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
TRAF-15: The level of service at the intersection of Oakland Road and Commercial Street (75) would be LOS D during both peak hours under existing conditions and the intersection would degrade to LOS F during both peak hours under project conditions. This condition constitutes a significant impact by City of San Jose standards.	S	TRAF-15: The necessary improvement to mitigate the project impact at this intersection would consist of the reconstruction of the US 101/Oakland Road interchange to include six lanes on the overpass. The Oakland Road interchange operates over capacity with many operational problems due to vehicle queues. The intersection of Commercial Street and Oakland Road serves as a primary gateway to access the interchange and does not have the capacity to meet demands. Necessary improvements at Oakland /Commercial to serve the reconstructed interchange will be determined upon design of the interchange. The reconstructtion of the interchange would improve level of service to LOS D during both the AM and PM peak hours at the intersection. The impact and need for improvement at this intersection would occur after 65 percent of the proposed *Strategy 2000* is developed.	LTS
TRAF-16: The level of service at the intersection of US 101 and Oakland Road (N)* (76) would be LOS D during the AM peak hour under existing conditions and the intersection would degrade to LOS F under project conditions. This condition constitutes a significant impact by both City of San Jose and CMP standards.	S	TRAF-16: The necessary improvement to mitigate the project impact at this intersection (and the following one, in TRAF-17) would consist of the construction of the interchange to include six lanes on the overpass. The reconstruction of the interchange would improve intersection levels of service to LOS C. The impact and need for improvement at this intersection would occur after 65 percent of the proposed *Strategy 2000* is developed.	LTS
TRAF-17: The level of service at the intersection of US 101 and Oakland Road (S)* (77) would be LOS D during the PM peak hour under existing conditions and the intersection would degrade to LOS F under project conditions. This condition constitutes a significant impact by both City of San Jose and CMP standards.	S	TRAF-17: Implement Mitigation Measure TRAF-16, the implementation of which would improve intersection level of service to LOS C.	LTS

Table II-1 *continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
TRAF-18: The level of service at the intersection of Oakland Road and Hedding Street (78) would be LOS D during the AM peak hour under existing conditions and the intersection would degrade to LOS E under project conditions. This condition constitutes a significant impact by City of San Jose standards.	S	TRAF-18: The necessary improvement to mitigate the project impact at this intersection would consist of the conversion of an eastbound through lane to a shared through-left-turn lane. The implementation of this improvement would improve intersection level of service to LOS D. The impact and need for improvement at this intersection would occur after 96 percent of the proposed *Strategy 2000* is developed.	LTS
TRAF-19: The level of service at the intersection of Coleman Avenue and Hedding Street (153) would be LOS D during the PM peak hour under existing conditions and the intersection would degrade to LOS F under project conditions. This condition constitutes a significant impact by City of San Jose standards.	S	TRAF-19: The necessary improvement to mitigate the project impact at this intersection would consist of the widening of Coleman Avenue from a four-lane roadway to a six-lane roadway and the addition of a second eastbound left-turn lane. The widening of Coleman Avenue has been studied by the City. The study indicated that the widening is feasible, but funding is necessary. The Coleman widening will require that an amendment to the City's General Plan be adopted. The General Plan Amendment analysis has been completed by the City and is presented in Appendix B. The implementation of these improvements would improve intersection level of service to LOS D.	LTS

Table II-1 *continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
TRAF-20: The addition of project traffic to the following intersections in and outside of the expanded Downtown Core would result in significant unavoidable level of service impacts. (82) 11th Street and Taylor Street (85) 11th Street and Julian Street (86) 11th Street and St. James Street (87) 11th Street and St. John Street (88) 11th Street and Santa Clara Street (90) 11th Street and San Antonio Street (98) 10th Street and Hedding Street (99) 10th Street and Taylor Street (102) 10th Street and Julian Street (103) 10th Street and St. James Street (111) 10th Street and Reed Street (117) Seventh Street and Virginia Street (122) 4th Street and Jackson Street (132) First Street and Taylor Street (141) Almaden Avenue and Virginia Street (145) Vine Street and Grant Street (162) Meridian Avenue and San Carlos Street	S	TRAF-20: Due to right-of-way restrictions, no feasible mitigation measures are available. This impact would remain significant and unavoidable.	SU
TRAF-21: Thirty-three of the 48 directional freeway segments analyzed will operate at an unacceptable LOS F during at least one peak hour (see Figure V.B-9).	S	TRAF-21: Mitigation of freeway impacts would require widening of the freeways, which is infeasible. Therefore, these impacts must be considered significant and unavoidable. However, there are measures that could reduce the impacts. The measures primarily consist of transit improvements and enhancements as outlined below: • Extension of BART to San Jose. • Further expansion of LRT lines. • Enhanced bus service. • Successful implementation of the parking plan that leads to a mode split composed of a higher percentage of transit users.	SU

Table II-1 *continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
TRAF-21 *continued*		These measures would provide options to commuters to the Downtown area. An enhanced transit system, with a major improvement such as the BART extension, would reduce auto usage and thus lessons congestion on freeways. The implementation of a parking plan that controls the amount of parking provided in the Downtown area with policies and pricing, will also encourage the use of transit that would be more efficient and economical than the use of autos. The reduction in auto usage will be most noticeable on freeways since most transit trips would originate from outside the Downtown area. Because widening the freeways is infeasible, and not all these improvements are currently funded, this impact is considered significant and unavoidable.	
TRAF-22: The HOV lanes on 25 of the segments also are projected to operate at LOS F conditions.	S	TRAF-22: Implementation of Mitigation Measure TRAF-21 would reduce impacts to the HOV lanes; however, this impact would still be significant and unavoidable.	SU
TRAF-23: Implementation of *Strategy 2000* could result in individual developments that are not oriented to or encourage the use of transit services.	S	TRAF-23: The City shall forward plans for individual development projects to VTA staff for their review to ensure compatibility with transit services.	LTS
TRAF-24: Implementation of *Strategy 2000* will increase pedestrian traffic on San Carlos Street and exacerbate the existing deficiencies on the bridge, a significant adverse impact.	S	TRAF-24: When pedestrian levels warrant, the City shall replace or renovate the San Carlos Street bridge with a design that is compliant with the Americans with Disabilities Act or will provide a separate pedestrian bridge.	LTS
TRAF-25: Implementation of *Strategy 2000* would lead to congestion at numerous study area intersections, with the possible outcome being that drivers facing such congestion would choose shortcuts or bypasses through adjacent neighborhoods, possibly limiting access or leading to safety impacts.	LTS	TRAF-25: No mitigation is required for this less-than-significant impact. However, City of San Jose traffic calming measures could be invoked in the event that a policy choice were made to address any such conditions that develop. Procedures for implementing traffic calming include objective criteria for identifying problems with traffic volume or speed and include a set of measures to reduce or eliminate problems.	LTS
C. AIR QUALITY			
AIR-1: Construction period activities could generate significant dust, exhaust, and organic emissions.	S	AIR-1: Implementation of the following mitigation measures would reduce this impact to a less-than-significant level. (a) The Basic and Enhanced control measures recommended by the BAAQMD and listed in Table IV.C-4 shall be implemented during construction of proposed projects.	LTS

Table II-1 *continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
AIR-1 *continued*		(b) Any temporary haul roads to soils stockpiles areas used during construction of projects shall be routed away from existing neighboring land uses. Any temporary haul roads shall be surfaced with gravel and regularly watered to control dust or treated with an appropriate dust suppressant. (c) Water sprays shall be utilized to control dust when material is being added or removed from soils stockpiles. If a soils stockpile is undisturbed for more than one week, it shall be treated with a dust suppressant or crusting agent to eliminate wind-blown dust generation. (d) All neighboring properties located within 500 feet of property lines of a construction site shall be provided with the name and phone number of a designated construction dust control coordinator who will respond to complaints within 24 hours by suspending dust-producing activities or providing additional personnel or equipment for dust control as deemed necessary. The phone number of the BAAQMD pollution complaints contact shall also be provided. The dust control coordinator shall be on-call during construction hours. The coordinator shall keep a log of complaints received and remedial actions taken in response. This log shall be made available to City staff upon its request.	
AIR-2: Regional emissions of criteria air pollutants from new development would exceed BAAQMD thresholds.	S	AIR-2: To the extent permitted by law, at the time a specific development application is submitted, development projects within the City shall be required to implement Transportation Control Measures (TCMs) as recommended by the BAAQMD. Each measure listed below includes an estimate by the BAAQMD of its effectiveness at trip reduction. • *Rideshare Measures*: Implement carpool/vanpool program (e.g., carpool ride matching for employees, assistance with vanpool formation, provision of vanpool vehicles, etc.) (Effectiveness 1 - 4 percent of work trips). • *Transit Measures:* (i) Construct transit facilities such as bus turnouts/bus bulbs, benches, shelters, etc. (Effectiveness 0.5 - 2 percent of all trips);	SU

Table II-1 *continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
AIR-2 *continued*		(ii) Design and locate buildings to facilitate transit access (e.g., locate building entrances near transit stops, eliminate building setbacks, etc.) (Effectiveness 0.1 - 0.5 percent of all trips) • *Services Measures:* (i) Provide on-site shops and services for employees, such as cafeteria, bank/ATM, dry cleaners, convenience market, etc. (Effectiveness 0.5 - 5 percent of work trips); (ii) Provide on-site child care, or contribute to off-site childcare within walking distance. (Effectiveness 0.1 - 1 percent of work trips). • *Shuttle Measures:* (i) Establish mid-day shuttle service from work site to food service establishments/commercial areas (Effectiveness 0.5 - 1.5 percent of work trips); (ii) Provide shuttle service to transit stations/multimodal centers (Effectiveness 1 - 2 percent of work trips). • *Parking Measures:* (i) Provide preferential parking (e.g., near building entrance, sheltered area, etc.) for carpool and vanpool vehicles (Effectiveness 0.5 - 1.5 percent of work trips); (ii) Implement parking fees for single occupancy vehicle commuters (Effectiveness 2 - 20 percent of work trips); (iii) Implement parking cash-out program for employees (i.e., non-driving employees receive transportation allowance equivalent to value of subsidized parking) (Effectiveness 2 - 20 percent of work trips). • *Bicycle and Pedestrian Measures:* (i) Provide secure, weather-protected bicycle parking for employees (Effectiveness 0.5 - 2 percent of work trips); (ii) Provide safe, direct access for bicyclists to adjacent bicycle routes (Effectiveness 0.5 - 2 percent of work trips); (iii) Provide showers and lockers for employees bicycling or walking to work (Effectiveness 0.5 - 2 percent of work trips);	

Table II-1 *continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
AIR-2 *continued*		(iv) Provide secure short-term bicycle parking for retail customers or non-commute trips (Effectiveness 1 - 2 percent of non-work trips); (v) Provide direct, safe, attractive pedestrian access from Planning Area to transit stops and adjacent development (Effectiveness 0.5 – 1.5 percent of all trips). • *Other Measures:* (i) Implement compressed work week schedule (e.g., 4 days/40 hours, 9 days/80 hours) (Effectiveness 2 - 10 percent of work trips); (ii) Implement home-based telecommuting program (Effectiveness 0.5 - 1.5 percent of work trips). Implementation of the measures detailed above would help minimize this impact, but not reduce it to a less-than-significant level.	
D. NOISE			
NOI-1: Aircraft noise levels would represent a significant adverse impact on project residents and park users.	S	NOI-1a: The following policies contained in the City's 2020 General Plan serve to reduce significant noise impacts: • Noise Policy 1: The City's acceptable noise level objectives are 55 dBA Ldn as the long-range exterior noise quality level, 60 dBA L_{dn} as the short-range exterior noise quality level, 45 dBA L_{dn} as the interior noise quality level, and 76 dBA L_{dn} as the maximum exterior noise level necessary to avoid significant adverse health effects. These objectives are established for the City, recognizing that the attainment of exterior noise quality levels in the environs of the San Jose International Airport, the Downtown Core Area, and along major roadways may not be achieved. To achieve the noise objectives, the City should require appropriate site and building design, building construction, and noise attenuation techniques in new residential development.	LTS

Table II-1 *continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
NOI-1 *continued*		NOI-1b: At the time future residential projects are proposed, the following measures shall be required: • Preparation of a site-specific noise analysis by an acoustical consultant to determine specific design measures to reduce interior noise levels to conform to State Title 24 requirements. An outside-to-inside noise level reduction of at least 20 dBA should be used as a basis for achieving an interior noise level of 45 dBA L_{dn}. Design features that may be required could include the following: (1) use of sound-rated windows and exterior doors, (2) chimney caps on fireplaces, (3) stucco or cement plaster exterior construction as opposed to wood siding, and (4) air-conditioning or mechanical ventilation so that windows and door may remain closed. • In order to reduce aircraft-related noise impacts, outdoor activity areas (e.g., patios, balconies, and common recreation areas) shall be situated so that the structures could provide some noise shielding.	
		NOI-1c: Prior to the issuance of building permits for development, the property owner(s) shall grant an avigation easement to the City of San Jose (in compliance with the ALUC Plan and City General Plan Aviation Policy #40), providing for acceptance of aircraft noise impacts.	
NOI-2: The effect of existing and future traffic noise on uses within the area could be significant.	S	NOI-2a: The following policies contained in the City's 2020 General Plan serve to reduce significant noise impacts: • Noise Policy 1: (detailed above under Mitigation Measure NOI-1a). • Urban Design Policy 1: The City should continue to apply strong architectural and site design controls on all types of development for the protection and development of neighborhood character and for the proper transition between areas with different types of land uses.	LTS
		NOI-2b: At the time future residential projects are proposed, implement Mitigation Measure NOI-1b.	

Table II-1 *continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
NOI-3: Stationary noise sources in the area could create significant long-term noise impacts.	S	NOI-3a: The following policies contained in the City's 2020 General Plan serve to reduce significant noise impacts: • Noise Policy 8: The City should discourage the use of outdoor appliances, air conditioners, and other consumer products that generate noise levels in excess of the City's exterior noise standards. • Noise Policy 11: When located adjacent to existing or planned noise sensitive residential land or public/quasi-public land use, nonresidential land uses should mitigate noise generation to meet the 55 dBA L_{dn} guidelines at the property line.	LTS
		NOI-3b: The following measure is required for the operations of the proposed project: • Loading docks or loading areas and noise-generating equipment associated with the office and retail uses will be located as far as practical from all existing and planned residential properties.	
NOI-4: Rail noise could create significant long-term noise impacts.	S	NOI-4a: The following policies contained in the City's 2020 General Plan serve to reduce significant noise impacts: • Noise Policy 1: (Detailed above under Mitigation Measure NOI-1a). • Urban Design Policy 21: To promote safety and minimize noise impacts in residential and working environments, development that is proposed adjacent to railroad lines should be designed to provide the maximum separation between the rail line and dwelling units, yards, or common open space areas; offices and other job locations; facilities for the storage of toxic or explosive materials; and the like. To the extent possible, areas of development closest to an adjacent railroad line should be devoted to parking lots, public streets, peripheral landscaping, the storage of nonhazardous materials, and so forth.	LTS

Table II-1 *continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
NOI-4 *continued*		NOI-4b: At the time future residential projects or non-residential projects that include sensitive receptors are proposed, the following measures shall be required: • For sites within 200 feet of an operating rail lane, a site- and project-specific noise/vibration analysis shall be prepared. • Train noise impacts shall be reduced by the construction of a sound wall, building orientation, building noise attenuation, and mechanical ventilation systems to reduce interior noise levels to acceptable levels.	
NOI-5: Construction period activities could create significant short-term noise impacts.	S	NOI-5a: The following policy contained in the City's 2020 General Plan serve to reduce significant noise impacts: • Noise Policy 1: (Detailed above under Mitigation Measure NOI-1a). NOI-5b: Implementation of the following multi-part measure would reduce potential construction period noise impacts to less-than-significant levels: • Construction activities will be limited to daytime hours (7 a.m. to 7 p.m. weekdays) for any construction within 500 feet of a residence. • All internal combustion engines for construction equipment used on the site will be properly muffled and maintained. • In the event that pile driving is proposed, nearby residents will be notified of the schedule for its use while it is in use. Portable acoustical barriers will be installed around pile driving equipment. • A name, address, and phone number of a contact person will be posted on the site to handle noise complaints. • Unnecessary idling of internal combustion engines will be prohibited. • All stationary noise generating construction equipment, such as air compressors and portable power generators, will be located as far as practical from existing residences.	LTS

Table II-1 *continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
E. SHADE AND SHADOW			
SHADE-1: On December 21, potential development and redevelopment related to implementation of *Strategy 2000* could create a greater than 10 percent increase in the shade and shadow cast on St. James Park.	S	SHADE-1: Proposed development applications for sites directly south and southwest of St. James Park shall include project-specific shade and shadow analyses. These shade and shadow analyses must demonstrate that the proposed development would not result in a 10 percent or greater increase in the shadow cast onto St. James Park on December 21.	LTS
SHADE-2: On December 21, potential development and redevelopment related to implementation of *Strategy 2000* could create a greater than 10 percent increase in the shade and shadow cast on the Plaza of Palms.	S	SHADE-2: Proposed development applications for the site at the northeast corner of Park Avenue and Market Street shall include project-specific shade and shadow analyses. These shade and shadow analyses must demonstrate that the proposed development would not result in a 10 percent or greater increase in the shadow cast onto Plaza of the Palms on December 21.	LTS
SHADE-3: On December 21 and March 21, potential development and redevelopment related to implementation of *Strategy 2000* could create a greater than 10 percent increase in the shadow cast on the Plaza de Cesar Chavez.	S	SHADE-3a: Proposed development applications for sites southwest of the Plaza de Cesar Chavez shall include project-specific shade and shadow analyses. These shade and shadow analyses must demonstrate that the proposed development would not result in a 10 percent or greater increase in the shadow cast onto the Plaza de Cesar Chavez on December 21 and March 21. SHADE-3b: Proposed development applications for sites directly southeast of the Plaza de Cesar Chavez shall include a shade and shadow analysis. This shade and shadow analysis must demonstrate that the proposed development would not result in a 10 percent or greater increase in the shadow cast onto the Plaza de Cesar Chavez on December 21 or March 21.	LTS
F. VISUAL RESOURCES			
No significant visual resources impacts are identified.			

Table II-1 *continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
G. VEGETATION AND WILDLIFE			
VEG-1: Future development envisioned by the proposed project could adversely impact special-status plant and wildlife species during construction.	S	VEG-1: The following measures can be implemented to minimize disturbance impacts to special status species. These measures are applicable to projects that require construction activities within the riparian corridors and associated setbacks along the Guadalupe River and Los Gatos Creek. Avoidance and minimization measures include: • Instream work shall be allowed only during specified work windows from June 1 to October 15 (unless specifically allowed by an exception granted by the Santa Clara Valley Water District) during low flow conditions. • Fill material, including concrete, shall not be allowed to enter any waters. Any concrete piers, footings, or other structure shall be poured in tightly sealed forms and shall not be allowed contact with surface waters until the cement has fully cured. This process takes a minimum of 14 to 28 days. • Channel disturbance shall be minimized and material shall not be left in the channel. If bridge footings are to be protected by rip-rap the channel bottom elevation shall not be elevated above the natural channel bottom. • For bridge removal, no portions of the old structure shall be left in the channel. Where abutments are removed, no depressions shall be left; instead they shall be filled in with clean gravel of an appropriate size (>½ inches to 4 inches). • Where practicable, bridge design shall be full span and avoid impacting channel hydraulics. Bridge and road design shall prevent direct discharge (such as culverts or bridge drains) of any untreated stormwater runoff directly into any surface waters.	LTS

Table II-1 *continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
VEG-1 *continued*		• Construction best management practices (BMPs) and erosion control methods (including revegetation of all bare soil prior to the rainy season) shall be implemented to insure no increase in sediment enters any waters. • If coffer dams are to be used, water pumped out of the dam which may be turbid shall not be allowed to re-enter the channel unless sediment has settled out resulting in no increase in turbidity in any waters. • Construction sites shall be monitored to insure no salmonids are present (and subject to harm). If salmonids are present, a qualified fishery biologist shall be required to capture and relocate juvenile fish. • Where column repairs are to be done, materials used shall be non-toxic to aquatic life. • All equipment refueling and maintenance shall occur outside the creek channel and riparian corridor. • Water that contacts wet concrete and has a pH greater than 9 shall be pumped out and disposed of outside the creek channel. If these measures are implemented for future construction within the creek corridors and established setbacks, impacts would be less than significant.	
VEG-2: Future development envisioned by the proposed project would result in the removal of existing mature trees.	S	VEG-2: For existing trees meeting the size criterion of the City's ordinance, that cannot be incorporated into new landscaping, a City of San Jose Tree Removal Permit shall be obtained prior to removal of trees from the site. Loss of ordinance size trees will be mitigated by implementation of landscaping plans approved by the City of San Jose, in conformance with the City of San Jose landscaping guidelines and City of San Jose Planning Department specifications. The City of San Jose requires replacement for ordinance-size trees at a ratio of 4:1 (trees planted to trees removed).	LTS

Table II-1 *continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
VEG-3: Future development within the Downtown area could alter the water quality and temperature of the Guadalupe River and impact the survival rates of steelhead trout and chinook salmon.	S	VEG-3a: Between March 1 and October 31, the discharge of water from new construction sites into the Guadalupe River or Los Gatos Creek either directly or through discharge into local storm drains that discharge to these waterways shall be prohibited if the temperature of the water exceeds 72º F unless modeling studies and monitoring demonstrates that the volume of the discharge will not increase the maximum daily stream temperatures above 75.2º F. Applicants shall be required to monitor discharges and shall be required to stop discharges of water above 75º F if maximum daily stream temperatures in the discharge area are exceeded. Discharges shall be prohibited until the discharge water is cooled below the average daily stream temperature at the discharge point or maximum daily stream temperatures drop below 75º F. VEG-3b: Future development proposals for parcels adjacent to the River corridor shall be reviewed for consistency with the Shade Analysis assumptions in Section E. If the proposed activities or building envelope are different from those assumed herein, applicants shall be required to assess the affects of the structures (shading and thermal radiation) on riparian vegetation and creek temperatures. Projects that will result in a 20 or more percent increase in shade or any increase average daily temperature within the river corridor, shall be required to: 1) alter their design to reducing shading; or 2) implement other measures to reduce instream water temperatures. Such measures could include planting of additional shaded riverine aquatic along the Guadalupe River or Guadalupe Creek.	LTS

Table II-1 *continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
H. GEOLOGY			
GEO-1: Occupants of new development, (e.g., dwelling units and commercial space) associated with implementation of *Strategy 2000* would be subject to seismic hazards.	S	GEO-1: Prior to the issuance of any site-specific grading or building permits, a design-level geotechnical investigation shall be prepared and submitted to the City of San Jose Public Works Department for review and confirmation that the proposed development fully complies with the California Building Code and the requirements of City Ordinance No. 25015 and Building Division Policy No. SJMC 24.02.310-4-94. The report shall determine the project site's surface geotechnical conditions and address potential seismic hazards, such as liquefaction and subsidence. The report shall identify building techniques appropriate to minimize seismic damage. In addition, the following requirement for the geotechnical and soils report shall be met: • Analysis presented in the geotechnical report shall conform to the California Division of Mines and Geology recommendations presented in the "Guidelines for Evaluating Seismic Hazards in California." All mitigation measures, design criteria, and specifications set forth in the geotechnical and soils report shall be followed.	LTS
GEO-2: Damage to structures or property related to shrink-swell potential and/or settlements of soils in the Greater Downtown area could occur.	S	GEO-2: In locations underlain by expansive soils and/or non-engineered fill, the designers of proposed building foundations and improvements (including sidewalks, roads, and utilities) shall consider these conditions. The design-level geotechnical investigation (required by Mitigation Measure GEO-1) shall include measures to ensure that potential damage related to expansive soils and non-uniformly compacted fill are minimized. Options to address these conditions may range from removal of the problematic soils and replacement, as needed, with properly conditioned and compacted fill, to design and construction improvements to withstand the forces exerted during the expected shrink-swell cycles and settlements.	LTS

Table II-1 *continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
GEO-3: Dewatering-related subsidence and potential earth movements associated with temporary shoring systems could cause settlement and damage to existing structures, roadways, and/or utilities.	S	GEO-3: The design-level geotechnical investigation (required by Mitigation Measure GEO-1) shall evaluate the consolidation properties of the underlying sediments to determine the potential for settlements associated with dewatering and other potential earth movements. If it is determined that unacceptable settlements may occur with either active or passive dewatering systems, then alternative groundwater control systems that do not require continuous groundwater removal (e.g., slurry wall) shall be required.	LTS
I. CULTURAL			
CUL-1: Installation of street furnishings and public art as envisioned by *Strategy 2000* could adversely impact cultural resources.	S	CUL-1: Once specific development plans are created and prior to being finalized, the City's Director of Planning shall consider the need for further analysis of potential adverse impacts to cultural resources. If it is determined by the Directory of Planning that the potential presence of cultural resources requires further investigation, then a qualified historian or architectural historian shall review the plans to identify any districts, buildings, structures, or objects that meet the definition of a historical resource, and that may be impacted by project activities. If no such properties that meet the definition of historical resources are identified, then no further review related to historical resources would be necessary prior to the implementation of project plans. If properties meeting this definition are identified, the City shall ensure that the project plans follow the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* (Secretary's Standards). Pursuant to *CEQA Guidelines* §15064.5(b)(3), if the project plans conform to the Secretary's Standards, then potential impacts to historical resources will be considered mitigated to a less-than-significant level.	LTS
CUL-2: Installation of public art as envisioned by *Strategy 2000* could be inconsistent with *A Plan for the Past.*	S	CUL-2: The City's preservation plan, *A Plan for the Past*, calls for the depiction of historical figures, events, and structures to be included as part of city-wide public art programs. At the time that public art is being considered for design and installation within the Downtown, the City should consider including integration of information regarding historical figures, events, and structures.	LTS

Table II-1 *continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
CUL-3: Planting street trees as proposed in *Strategy 2000* could adversely impact cultural resources.	S	CUL-3a: If it is determined by the Directory of Planning that the potential presence of cultural resources requires further investigation, then a qualified historian or architectural historian shall review plans for street tree planting undertaken as part of the project to determine appropriate street trees for neighborhoods which are recognized as City historic districts or on blocks where the majority of buildings and structures are 45 years of age or older. In City historic districts, the City Landmarks Commission shall review street tree planting plans.	LTS
		CUL-3b: Prior to project implementation, a qualified archaeologist shall: (1) assess the potential for subsurface archaeological remains that may meet the definition of a historical or archaeological resource, and may be impacted by project activities; and (2) make project-specific recommendations, as warranted, about the disposition of such resources. The results of this archaeological assessment should be submitted to the NWIC.	
		CUL-3c: If unidentified archaeological deposits are encountered during project activities, all work within 50 feet of the find should be redirected. A qualified archaeologist should: (1) evaluate the finds to determine if they meet the definition of a historical or archaeological resource; and (2) make recommendations regarding the disposition of such finds. If the finds do not meet the definition of a historical or archaeological resource, then no further study or protection is necessary prior to project implementation. If the finds do meet the definition of a historical or archaeological resource, then they should be avoided by project activities. If avoidance is not feasible, adverse effects to such resources should be mitigated in accordance with the recommendations of the evaluating archaeologist. Project personnel should not collect or move any cultural material. Fill soils that may be used for construction purposes should not contain archaeological materials. Upon completion of the archaeological evaluation, a report documenting the methods, results, and recommendations of the archaeologist should be prepared and submitted to the NWIC.	

Table II-1 *continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
CUL-3 *continued*		CUL-3d: If human remains are encountered by project activities, construction activities shall be halted and the County Coroner shall be notified immediately. If the remains are of Native American origin, the Coroner shall notify the NAHC within 24 hours of this identification, and a qualified archaeologist shall be contacted to evaluate the situation. The NAHC will identify a Native American Most Likely Descendent (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods. The archaeologist should recover scientifically-valuable information, as appropriate and in accordance with the recommendations of the MLD. Upon completion of analysis, as appropriate, the archaeologist should prepare a report documenting the methods and results of the investigation. This report should be submitted to the NWIC.	
CUL-4: The development of new paseos as proposed in *Strategy 2000* could adversely impact cultural resources.	S	CUL-4a: Implement Mitigation Measure CUL-1. CUL-4b: If the project plans for new paseos involve ground-disturbing activities, the following mitigation measures should be implemented: Mitigation Measure CUL-3b, Mitigation Measure CUL-3c, and Mitigation Measure CUL-3d.	LTS
CUL-5: Alterations to and rehabilitation of existing parks, plazas, and riverwalks greater than 45 years of age could adversely impact cultural resources.	S	CUL-5: If it is determined by the Directory of Planning that the potential presence of cultural resources requires further investigation, then a qualified historian or architectural historian shall review development plans to determine if the subject park, plaza, or riverwalk meets the definition of a historical resource. If the public space does not meet this definition, then no further review is necessary prior to project implementation. If the public space does meet the definition of a historical resource, the City shall ensure that the plans follow the Secretary's Standards. Pursuant to *CEQA Guidelines* §15064.5(b)(3), if project plans conform to these standards, then potential impacts to historical resources will be considered mitigated to a less-than-significant level.	LTS
CUL-6: Mixed-use development within the St. James Square Historic District Zone of Historic Sensitivity could adversely impact cultural resources.	S	CUL-6a: A qualified historian or architectural historian should review all plans for any development within the St. James Square Historic District Zone of Historic Sensitivity to ensure conformity with the *St. James Square Historic District Design Guidelines*, and, if necessary, provide technical assistance to achieve such conformity.	LTS

Table II-1 *continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
CUL-6 *continued*		If mixed-use development within the St. James Square Historic District Zone of Historic Sensitivity involves ground disturbing activities, the following mitigation measures should be implemented: Mitigation Measure CUL-3b, Mitigation Measure CUL-3c, and Mitigation Measure CUL-3d.	
CUL-7: Improving existing event facilities and introducing new event locations could adversely impact cultural resources.	S	CUL-7a: Implement Mitigation Measure CUL-1. CUL-7b: If new development is proposed within or adjacent to a significant historic resource which is subject to resource-specific preservation plans or design guidelines (e.g., *St. James Square Historic District Design Guidelines*, *A Plan for the Past*, and *The Alameda*), such new development shall conform to those plans and guidelines, in addition to other applicable preservation laws and guidelines. If the improvement of existing event facilities and introduction of new event facilities involves ground-disturbing activities, the following mitigation measures should be implemented: Mitigation Measure CUL-3b, Mitigation Measure CUL-3c, and Mitigation Measure CUL-3d.	LTS
CUL-8: Development of new residential, commercial, institutional, and co-location properties could adversely impact cultural resources.	S	CUL-8a: Implement Mitigation Measure CUL-1. CUL-8b: Implement Mitigation Measure CUL-7b. If such new development involves ground-disturbing, the following mitigation measures should be implemented: Mitigation Measure CUL-3b, Mitigation Measure CUL-3c, and Mitigation Measure CUL-3d.	LTS
CUL-9: Development of new residential, commercial, institutional, and co-location properties could result in a significant cumulative impact to potentially-significant architectural resources.	S	CUL-9a: Prior to permitting the demolition of buildings 45 years of age or older, the City shall consult with a qualified historian or architectural historian to determine if the property is a significant historic resource and the resulting loss, when combined with other cumulative development, would result in a significant cumulative impact. CUL-9b: Should the City conclude that such a cumulative impact is likely, the following steps shall be taken. The City shall consult with applicants whose projects contribute to the cumulative impact, with the goal of establishing a fair division of responsibility to fund mitigation to preserve information about the affected resources for future study. Such mitigation shall include the following:	SU

Table II-1 *continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
CUL-9 *continued*		• *Documentation.* HABS Level III documentation by a qualified consultant; provide three copies including original to City Historic Preservation Officer for distribution to NWIC, History San Jose, and California Room at MLK Jr. Library. • *Relocation.* Offer for 30 days in San Jose Mercury News, post sign on-site regarding the structures' availability for relocation, and offer financial assistance in relocation equal to the cost of demolition. • *Salvage.* In coordination with City Historic Preservation Officer, provide opportunity for salvage of materials for public information or reuse in other locations. Even with the documentation and salvage that would result from this mitigation measure, a significant, unavoidable cumulative impact could result from the implementation of project plans.	
CUL-10: Development of new residential, commercial, institutional, and co-location properties could result in a significant cumulative impact to potentially-significant archaeological deposits.	S	CUL-10: Prior to project actions within the area that may affect properties containing historical archaeological deposits, especially pueblo-associated deposits, the City should identify the likelihood that cumulative development would result in impacts to such deposits. The steps listed in Mitigation Measure CUL-3b, Mitigation Measure CUL-3c, and Mitigation Measure CUL-3d should be implemented. Even with the archaeological data recovery detailed in those mitigations, however, a significant, unavoidable cumulative impact could result from the implementation of project plans.	SU
CUL-11: Alterations to existing buildings, structures or objects of historical value could constitute a significant impact to such resources.	S	CUL-11a: Alterations to existing districts, buildings, structures, or objects of historical value should be undertaken in accordance with a plan that meets the Secretary's Standards for the Treatment of Historic Properties. CUL-11b: In combination with CUL-11a, the implementation of Mitigation Measure CUL-7b would reduce this impact to a less-than-significant level.	LTS

Table II-1 *continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
CUL-12: Re-use, remodeling, or conversion of existing buildings and structures over 45 years old could adversely impact cultural resources.	S	CUL-12: If any plans call for the re-use, remodeling, or conversion of existing buildings and structures over 45 years old, a qualified historian or architectural historian shall review the development plans to: (1) determine if buildings or structures meet the definition of a historical resource; and (2) determine if project activities will affect such properties, provided that they meet the definition of historical resources. If the buildings or structures do not meet the definition of a historical resource, or if they will not be impacted by project activities, no further review is necessary prior to project implementation. If the buildings or structures do meet the definition of a historical resource, any alterations undertaken should follow the Secretary's Standards for the Treatment of Historic Properties and any other applicable guidelines. Pursuant to *CEQA Guidelines* §15064.5(b)(3), if the project plans conform to the Secretary's Standards, then potential impacts to historical resources will be considered mitigated to a less-than-significant level.	LTS
CUL-13: Implementing lighting plans, signage plans, and distinctive building design requirements, could adversely impact cultural resources.	S	CUL-13: Implement Mitigation Measure CUL-1.	LTS
CUL-14: Clustering taller buildings near the city center to create an "identifiable urban form" could adversely impact cultural resources.	S	CUL-14: Implement Mitigation Measure CUL-1.	LTS
CUL-15: Creating rider-friendly "enhancement structures" near transit lines could adversely impact cultural resources.	S	CUL-15A: Implement Mitigation Measure CUL-1. If the project plans involve ground-disturbing activities, the following mitigation measures should be implemented: Mitigation Measure CUL-3b, Mitigation Measure CUL-3c, and Mitigation Measure CUL-3d.	LTS
CUL-16: Development of transit-related facilities could adversely impact cultural resources.	S	CUL-16: Implement Mitigation Measure CUL-1. If the project plans involve ground-disturbing activities, the following mitigation measures should be implemented: Mitigation Measure CUL-3b, Mitigation Measure CUL-3c, and Mitigation Measure CUL-3d.	LTS
CUL-17: Incorporation of transit infrastructure in development plans could adversely impact cultural resources.	S	CUL-17: Implement Mitigation Measure CUL-1.	LTS

Table II-1 *continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
CUL-18: Development of a near-term parking facilities could adversely impact cultural resources.	S	CUL-18: Implement Mitigation Measure CUL-1. If the project plans involve ground-disturbing activities, the following mitigation measures should be implemented: Mitigation Measure CUL-3b, Mitigation Measure CUL-3c, and Mitigation Measure CUL-3d.	LTS
J. HAZARDS			
HAZ-1: Redevelopment of properties within the *Strategy 2000* project area could expose construction workers and/or the public to hazardous materials from existing soil and groundwater contamination during and/or following redevelopment. Sensitive receptors located near the development could potentially be affected by releases of hazardous materials.	S	HAZ-1a: Prior to development or redevelopment of any parcel as part of implementation of *Strategy 2000*, a Phase I site assessment should be conducted by a qualified professional (e.g., a California-registered environmental assessor) to identify current or historical land uses that have or may have included the storage or generation of hazardous materials and the potential for releases of hazardous materials to have occurred that might impact the site. The assessments should be performed in conformance with standards adopted by the American Society for Testing and Materials (ASTM) for Phase I site assessments. The Phase I site assessment should identify any limitations to development due to the presence of any sites associated with hazardous materials in the vicinity of the subject site, and present recommendations for further investigation of the site, if necessary.	LTS
		HAZ-1b: If a Phase I site assessment were to indicate that a release of hazardous materials could have affected the site, additional soil and/or groundwater investigations should be conducted by a qualified environmental professional to assess the presence and extent of contamination at the site. Soil and groundwater investigations should be conducted in conformance with State and local guidelines and regulations.	
		HAZ-1c: If the results of the subsurface investigation(s) indicated the presence of hazardous materials, site remediation may be required by the applicable State or local regulatory agencies. Depending on the nature of contamination, remediation could consist of soils removal, groundwater extraction/treatment, or modification to site planning and building design to minimize risks of exposure. Specific remedies would depend on the extent and magnitude of contamination and the requirements of the regulatory agencies.	

Table II-1 *continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
HAZ-1 *continued*		HAZ-1d: For any site where contamination has been identified, construction should only occur in accordance with a site-specific health and safety plan prepared by a certified industrial hygienist. The plan should include provisions for monitoring exposure to construction workers, delineate procedures to be undertaken in the event that contamination is identified above action levels, and identify emergency procedures and responsible personnel. If construction were to take place on sites adjacent to sensitive receptors, the health and safety plan should include air monitoring at the perimeter of the construction site. The health and safety plan should include performance standards identified to minimize the effects of airborne contaminants on sensitive receptors (for example, stopping work in dusty conditions, limiting excavation areas, or wetting down of surfaces). The presence of lead-based paint or asbestos-containing materials at the site may require additional site safety procedures. Construction workers at contaminated sites would be required to have received hazardous materials training in accordance with federal and State regulations. Completion of these mitigation measures should be a condition of approval for any grading, demolition, or building permit within the *Strategy 2000* project area.	
HAZ-2: Demolition or renovation of buildings containing lead-based paint and asbestos-containing building materials could release airborne lead and asbestos particles, which may potentially affect the health of construction workers and future site users.	S	HAZ-2a: For compliance with existing regulations, an asbestos survey shall be performed on all structures proposed for demolition that are known or suspected to have been constructed prior to 1980. If asbestos-containing materials are determined to be present, the materials shall be abated by a certified asbestos abatement contractor in accordance with the regulations and notification requirements of the Bay Area Air Quality Management District.	LTS
		HAZ-2b: For compliance with existing regulations, a lead-based paint survey shall be performed on all structures proposed for demolition that are known or suspected to have been constructed prior to 1980. If lead-based paint is identified, then federal and State construction worker health and safety regulations shall be followed during renovation or demolition activities. If loose or peeling lead-based paint is identified at the building, it shall be removed by a qualified lead abatement contractor and disposed of in accordance with existing hazardous waste regulations.	

Table II-1 *continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
HAZ-3: New businesses developed as part of the *Strategy 2000* may include the use, storage, or disposal of hazardous materials. Improper management of hazardous materials could potentially expose workers and/or the public to health risks.	S	HAZ-3: Prior to issuance of building permits for development or redevelopment in the project area that may involve the use, storage, or disposal of hazardous materials, the City shall determine that the proposed use has adhered to current regulations and programs concerning hazardous waste.	LTS
K. PUBLIC FACILITIES AND SERVICES			
No significant public facilities and services impacts are identified.			
L. HYDROLOGY AND FLOODING			
HYD-1: Construction activities and post-construction operation of specific development projects within the project area could result in degradation of water quality in the Guadalupe River and the Bay by reducing the quality of storm water runoff.	S	HYD-1**:** The applicant of a development or redevelopment project shall prepare a Storm Water Pollution Prevention Plan (SWPPP) designed to reduce potential impacts to surface water quality through the construction and life of the project. The SWPPP would act as the overall program document designed to provide measures to mitigate potential water quality impacts associated with implementation of the project. The SWPPP shall include: • **Specific and detailed BMPs designed to mitigate construction-related pollutants**. These controls shall include practices to minimize the contact of construction materials, equipment, and maintenance supplies (e.g., fuels, lubricants, paints, solvents, adhesives) with storm water. The SWPPP shall specify properly designed centralized storage areas that keep these materials out of the rain. An important component of the storm water quality protection effort will be the education of the site supervisors and workers. To educate on-site personnel and maintain awareness of the importance of storm water quality protection, site supervisors shall conduct regular tailgate meetings to discuss pollution prevention. The frequency of the meetings and required personnel attendance list shall be specified in the SWPPP. The SWPPP shall specify a monitoring program to be implemented by the construction site supervisor, and must include both dry and wet weather inspections. City of San Jose and RWQCB personnel may make unannounced site inspections	LTS

Table II-1 *continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
HYD-1 *continued*		and are empowered to levy considerable fines if it is determined that the SWPPP has not been properly prepared and implemented. Best Management Practices (BMPs) designed to reduce erosion of exposed soil may include, but are not limited to: soil stabilization controls, watering for dust control, perimeter silt fences, placement of hay bales, and sediment basins. The potential for erosion is generally increased when grading occurs during the rainy season, as disturbed soil can be exposed to rainfall and storm runoff. If grading must be conducted during the rainy season, the primary BMPs selected shall focus on erosion control, that is, keeping sediment on the site. End-of-pipe sediment control measures (e.g., basins and traps) shall be used only as secondary measures. Access to and egress from the construction site shall be carefully controlled to minimize off-site tracking of sediment. Vehicle and equipment wash down facilities shall be designed to be accessible and functional both during dry and wet conditions. • **Measures designed to mitigate post construction-related pollutants**. The project shall include measures designed to mitigate potential water quality degradation of runoff from all portions of the completed development, including roof and sidewalk runoff. Design teams for new projects should review *Start at the Source*, Design Guidance Manual for Stormwater Quality Protection. The selected permanent stormwater treatment measures may include biofilters and grassy swales; and the selected measure must meet the hydraulic sizing criteria specified in the most current NPDES municipal stormwater permit issued to the City of San Jose, unless the developer demonstrates that it is impracticable to meet the criteria; and the project includes an alternative method for treating an equivalent pollutant loading or quantity of stormwater runoff, or provides another equivalent water quality benefit.	

Table II-1 *continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
HYD-2: Portions of the project site are located in the 100-year flood hazard zone and could be inundated during extreme storm events.	S	HYD-2**:** All structures shall be built so that potential injuries to project occupants and property damage are minimized in the event of a flood. Specifically, and in accordance with the San Jose Municipal Code, Title 17, Chapter 17.08, any new development projects or substantial redevelopment shall comply with floodplain management regulations. The lowest finished floor of each structure shall be elevated to or above the inundation elevation specified on the Flood Insurance Rate Map. In addition, any below-ground parking structures shall be designed and constructed so that the base flood would not inundate these areas. Flood protection of below-ground parking could be achieved either by grade control and/or berms. Those areas removed from the 100-year flood hazard zone by the Letter of Map Revision process shall not be required to comply with floodplain regulations.	LTS
HYD-3: Some of the activities proposed by the project could result in the inefficient use of water supplies.	S	HYD-3: Each landscaping plan proposed as part of future development in the project area shall be designed to use the minimum volume of irrigation water necessary to meet the objectives of the landscaping plan. In general, low water-need plants shall be emphasized. In particular, species of trees and shrubs that only require water to become established shall be specified whenever possible. Turf grass, which is among the highest water users of all common landscaping choices, shall be avoided to the extent feasible. In addition, efficient irrigation systems, including but not limited to drip systems, shall be emphasized. Use of reclaimed water should be considered for each project. The City of San Jose Planning Department shall review and approve each of the landscaping plans proposed as part of specific development projects to ensure that they minimize irrigation to the extent feasible.	LTS

Table II-1 *continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
HYD-4: Dewatering effluent may contain contaminants and if not properly managed could cause impacts to construction workers and the environment.	S	HYD-4**:** Each future project proposed under *Strategy 2000* requiring discharge of dewatering effluent shall prepare a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall include provisions for the proper management of dewatering effluent. At a minimum, all dewatering effluent will be contained prior to discharge to allow the sediment to settle out, and filtered, if necessary, to ensure that only clear water is discharged to the storm or sanitary sewer system. In areas of suspected groundwater contamination (i.e., underlain by fill or near sites where chemical releases are known or suspected to have occurred), groundwater will be analyzed by a State-certified laboratory for the suspected pollutants prior to discharge. Based on the results of the analytical testing, the applicant will work with the RWQCB and/or the local wastewater treatment plant to determine appropriate disposal options.	LTS
M. UTILITIES AND INFRASTRUCTURE			
UTIL-1: Implementation of *Strategy 2000* would result in new development that could increase the demand for water, potentially resulting in the need for new or expanded water entitlements.	S	UTIL-1: Consistent with General Plan policies related to water, the City shall review individual development proposals to ensure that the project could be adequately served by the City's water supply prior to the approval of any specific development projects. The City shall also require that all new residential and commercial development incorporates water-saving measures, including the use of reclaimed water for irrigation, and water-conserving fixtures, such as low-flow toilets and shower heads, flow-reducing aerators on sinks, and automatic shut-off faucets, in commercial buildings. All new development shall be in compliance with the Green Building Policies.	LTS
UTIL-2: Implementation of *Strategy 2000* would result in new development that could increase the volume of wastewater sent to the City's Water Pollution Control Plant and exceed the Regional Water Quality Control Board's limit of 120 mgd effluent release into San Francisco Bay.	S	UTIL-2: Consistent with General Plan policies related to wastewater services, the City shall review individual development proposals to ensure that the projects could be adequately served by the Water Pollution Control Plant prior to the approval of any specific development projects. At the time that specific development projects are proposed, the City shall require that indoor and outdoor water conserving technologies and practices are integrated into the development.	LTS
N. ENERGY			
No significant energy impacts are identified.			

Source: LSA Associates, Inc., 2005.